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CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
8, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

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DISS BROS.
Tailors.

No. 13,481.

號十二月六年六零百九千一英

HONGKONG, WEDNESDAY, JUNE 20, 1906.

日九廿月四閏年午丙

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AND THE CELEBRATED
KULMBACHER BIER.
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Per Case of 4 doz. qts. \$18.00.
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Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS.

WE are now delivering the China Mail to our Peak Subscribers at their residences, including MAGAZINE CAT. Subscribers are requested to notify us promptly if any irregularity may occur.
Hongkong, June 14, 1906. 1910

GIVE ME YOUR ADDRESS.

I can tell you, free of charge, how to make a fortune; send a Postcard to Mr. GUYOT-GENTIS, 39 rue Favart, St. Martin, Paris, France.
Hongkong, May 9, 1906. 977

ALLIANZ INSURANCE COMPANY OF BERLIN.

THE undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
Hongkong, May 28, 1906. 1045

NOTICE.

LANDING upon the Property of THE HONGKONG MILLING COMPANY, LIMITED, at JUNE BAY, is prohibited from this date without written authority from the undersigned.

The portion of the Western Shore of Junk Bay covered by this Notice, extends for about two miles from a large marsh 600 yards or thereabouts South of the Mill Buildings in a Northerly direction to the stream near the village, marked CHAN JI on Chart No. 3279.
A. H. RENNIE & CO.
Hongkong, June 2, 1906. 1164

'THE OTOPHONE.'

A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells. No Extra fittings needed. As clear and distinct as an ordinary Telephone. Best Telephone for PRIVATE HOUSES, HOTELS, BOARDING HOUSES, OFFICES, HOSPITALS, etc., etc. Prices very Moderate. Can be inspected at the Offices of the Sole Agents:
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Hongkong, February 6, 1906. 1380

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DIPLOMA: PARIS.
LATEST IMPROVEMENTS INCLUDING
PORCELAIN FILLINGS.
HOTEL MANSIONS, PEDDER STREET.
Hongkong, June 1, 1906. 1149

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JUST RECEIVED NEW
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PERFUMERIES, SOAPS,
HAIR FRAMES,
HAIR PINS,
&c., &c., &c.

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CLARKE.
CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
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A. 1 Code.
Telephone Standard Code.
TELEPHONE, 232. 663

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A SKETCH OF WHAT MIGHT HAPPEN.
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Price \$1.00.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.
WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,200 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Lossie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 2 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 6.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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s.s. HONGSHAN, 1,988 tons, Captain G. F. Morrison, R.N.R.
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Note:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong on week-days at 8 a.m. On Saturdays a second departure about 7 p.m. On Sundays about 4 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

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s.s. SAINAM, 688 tons, Captain J. Willox.
s.s. NANNING, 608 tons, Captain G. Reichart.
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Or of BUTTERFIELD AND SWIRE,
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GRANT AND LEE LIE, General Agents for China.
Hongkong, April 21, 1906. 692

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ESTABLISHED 1848.
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Mks. 53,400,000—equal to £2,600,000.
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48

榮 CHEE WING & CO. 敬

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IRON WARE, &c.
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CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS and HOUSE BUILDERS.
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JAPANESE CEDAR WOOD

FRAME MAKER.
JAPANESE CURIOS.
FUJIYAMA & CO.,
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Hongkong, June 2, 1906. 1151

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MEE CHEUNG, Photographer, etc.
Hongkong, June 7, 1906. 1667

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DISINFECTANT.
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W. G. HUMPHREYS & CO.,
BANK BUILDINGS,
Hongkong, May 18, 1906. 1024

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COMFORT OF RESIDENTS AND THE COUSINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER. 804

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NAVAL, MILITARY AND CIVIL
TAILOR.
18, QUEEN'S ROAD CENTRAL
Hongkong, June 8, 1906. 1100

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BEING a letter addressed to Rear-Admiral Lord CHARLES BEECHER, O.B. M.P. And an article in reply to 'CHINA: THE SLEEP AND AWAKENING.'
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Price One Dollar

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BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
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SUMMER CURTAINS
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NEW CURTAIN MUSLINS.
LATEST DESIGNS
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ART CRETONNES
An Immense Variety from 45 cts. per yard
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UNRIVALLED FOR COMFORT AND COUSINE.
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CHAMPAGNES

FROM
CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.
SOLE AGENTS FOR CHINA AND JAPAN.
Hongkong, March 2, 1906. 460

THE OLIVER TYPEWRITER.

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SIMPLICITY.
DURABILITY.
UNRIVALLED FOR DUPLICATING.
WRITING IN SIGHT.
UNIVERSAL KEYBOARD.
GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA.
Hongkong, April 21, 1906. 723

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NEWEST STYLES IN
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NEW FLOWERS AND LACES.

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In 1 Gallon and 5 Gallon Tins.

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SOLE AGENTS.
Hongkong, March 2, 1906. 449

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ALL Kinds of FURNITURE, CARVED (CANTON) BLACKWOOD, CROCKERY and GLASS.
WARE KITCHEN UTENSILS, etc., etc.
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CHERRY WHISKY,
SLOE GIN,
CHERRY GIN,
PINK GUIN.
Telephone No. 76.
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 LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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A NEW AND STRICTLY FIRST-CLASS HOTEL.

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ALL KINDS OF WORK DONE FOR AMATEURS.
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Robinson Road, Kowloon.

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Electric Fittings,

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Motors.

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Arrangements may be made for the season or by the hour on application at

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TELEPHONE 368.

WILKS & JACK.

Hongkong, June 11, 1906.

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 cocoa, and the best cocoa is
 Van Houten's Cocoa. It
 does not retard digestion,
 it assists it.

"Easy of assimilation and digestion."
The Lancet.
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 and nourishing."—*Court Journal.*

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A Cocoa you can Enjoy.

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(MITSU BISHI CO.)

COAL DEPARTMENT

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At ABC 6th Edition, Western Union

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with name of place under.

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SHANGHAI, HONGKONG AND HANKOW.

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SOLE PROPRIETORS of Takasima,

Ochi, Shimon, Namazaki and Kani-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

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Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PRINCE STREET.

Hongkong, April 26, 1906.

816

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WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

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7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

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8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15

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SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

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9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

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Saturdays.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the

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JOHN D. HUMPHREYS & SON

Liquidators.

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ING CHINESE;

With Special Reference to

PARTNERSHIP REGISTRATION AND

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Electric Light, and perfect engine. What

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Fares: First Class, \$3 each way. Second-

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Cargo Freight very moderate.

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700

HONGKONG-MACAO LINE.

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CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong

on WEEK DAYS at 7.30 a.m., and

on SUNDAYS at 8.00 a.m. Departs from

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on Sundays at 5.30 p.m.

Fares:—Week Day 1st Class, including

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1st class Single with \$3.00. Return \$5.00.

2nd class Single with \$2.00. Return \$3.00.

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Any Meals can be supplied on Board at

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Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

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Half Ticket will be available for the follow-

ing day. The Ship is lit throughout by

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The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.,

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Hongkong, May 11, 1906.

1094

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HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor,
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 Hongkong, May 9, 1906. 978

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 complete. Electric Light. Fine view of
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 GODOWNS on PRINCE EAST.
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 Hongkong, June 1, 1906. 1138

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 Hongkong, June 1, 1906. 1137

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 Hongkong, April 5, 1906. 1124

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 Apply to
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 Hongkong, May 28, 1906. 1128

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 Apply to
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 Hongkong, June 8, 1906. 1128

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 Light fittings installed. Possession
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 H. M. H. NEMAZEE,
 Hongkong, June 9, 1906. 1193

TO LET.

NO. 3, 'FAIRVIEW' ROBINSON ROAD,
 Kowloon.
 2ND FLOOR, No. 12, QUEEN'S ROAD
 CENTRAL.
 Apply to
 LEIGH & ORANGE,
 1, Des Vaux Road.
 Hongkong, June 8, 1906. 1131

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.
 Apply to
 A. S. WATSON & Co., Ltd.,
 Alexandra Buildings.
 Hongkong, April 23, 1906. 1137

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TO LET.

TWO ROOMS on the Ground Floor of
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 COURT and detached Out-houses and
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 Well ventilated, with Electric Light and
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 Suitable for a first class Hotel.
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 or
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 Hongkong, April 20, 1906. 1130

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 HOUSES in AUSTIN and SALISBURY
 AVENUES, Kowloon.
 Apply to
 HUMPHREYS' ESTATE & FINANCE
 CO., LD.
 Hongkong, May 6, 1906. 1148

TO LET.

GODOWN NO. 3, NEW PRINCE, Kow-
 loon.
 Apply to
 HONGKONG LAND INVESTMENT
 & AGENCY CO., LD.
 Hongkong, May 11, 1906. 1135

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SHARE of WELL FURNISHED HOUSE
 in KOWLOON, 5 minutes to Ferry.
 For Married Couple, No Children.
 Apply to
 Care of 'CHINA MAIL' Office.
 Hongkong, June 13, 1906. 1223

TO LET.

'BROOKHURST'—NEWLY Painted
 and Colour-washed, with use of
 Tennis Court; contains 6 Rooms. Splendid
 site and well suited for a Bachelor's Home.
 2ND FLOOR in Central position, con-
 taining 4 Large Rooms, Bath-room and
 Lavatory, with use of Electric Lift.
 ONE SHOP on the ROBINSON ROAD Level.
 Cheap Rentals.
 31, BEGILLOS TERRACE, Corner
 House, has a Fine View of the Harbour.
 73, WYNDHAM STREET.
 4 ROOMS on Top Floor at eastern end
 of ALEXANDRA BUILDINGS—Suitable
 for either Offices or residential purposes.
 Apply to
 HESSELDEN & DAVIS,
 3rd Floor, ALEXANDRA BUILDINGS.
 Hongkong, June 9, 1906. 1149

Intimations.

IF YOU CARE

For a good beverage get one whose effects are
 pleasant, one which is wholesome and one
 which has quality as well as flavour, get

Rainier
 BEER

Delightfully refreshing, thoroughly satisfying.
 You'll like it.

M. J. CONNELL,

7, BEACONSFIELD ARCADE,

DISTRIBUTING AGENT.

N. & C.

RAINCOATS

INVALUABLE AT ALL TIMES. WET OR FINE.

RAINPROOF, YET POROUS!!

COTTAM & CO., LD.,

TAILORS AND OUTFITTERS.

YORK BUILDINGS AND PEDDERS STREET.

RUBEROID ROOFING

RUBEROID

IS THE

PIONEER WEATHERPROOF,

ELASTIC AND

FIRE RESISTING ROOFING.

15 YEARS

RECORD FOR DURABILITY AND

EFFICIENCY.

LIGHT-COOL AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LD.,

DODWELL & CO., LD.,

General Managers.

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION IN

WAN CHAI ROAD.

GODOWN, built of brick with tiled roof,
 just thoroughly repaired—about 4000
 sq. ft. space, concrete flooring—Suitable
 for Storage of any kind of merchandise.
 Apply to
 Care of 'CHINA MAIL' Office.
 Hongkong, May 29, 1906. 1125

TO LET.

NO. 2, OLD BAILEY.

Apply to

ARIARATON V. APGAR & CO.,

45, Wyndham Street.

Hongkong, April 27, 1906. 1134

TO LET.

ONE ROOM on the Third Floor of

QUEEN'S BUILDING, Chater Road</

Give Us Water That We May Drink

TANSAN

PURE. Exquisite in Flavor, Stimulating without action, this life-giving Natural Mineral Water gushes out of the mountain-side at Takarade, near Kobe, Japan.

PURITY. Its source is amid hard volcanic rock, beyond reach of contact with any human being, and it is conveyed by gravity through a rock-hewn tunnel and concrete aqueduct to a sheltered enclosure, where, without pumping, bailing, or touch of human hand, it is placed by machinery in sterilized bottles and packed for export; thus, from its initial source protecting the water against possible contamination of any kind. Percolating through several feet of virgin rock, it is saturated with the unsullied mineral properties, and no chemical skill can duplicate the living Tansan any more than the laboratory can create a living tree.

FLAVOR. Tansan gladdens the palate with a zest peculiar to itself, clean, crisp, novel, and delicious. Its appealing taste smacks of satisfaction, without savor of a feeling of fulness, however freely indulged in.

TANSAN is Nature's own creation, and because of its absolute purity, it blends with spirits, wines, soups, and other liquors without altering the natural flavor, except to unfold it.

STIMULUS. Tansan is refreshing, and, by reason of its active qualities, it excites the appetite and stimulates the digestive functions. It is persistently regulative without being laxative, and it eliminates from the problem of life the elements attributable to the liver and kidneys.

The supply is inexhaustible, being an open flow, entirely independent of surface conditions of a wet or dry season, and there will never be necessity for excavation of the artificial manufacture of Tansan, so that it will be forever free from the obnoxious taste peculiar to all salted and fabricated waters. Visitors to the Spring find the entire plant open to inspection—there is nothing to conceal.

TANSAN conduces to vigorous health, it is Low Costly than a Doctor's Bill.

DRINK TANSAN.

THE CLIFFORD-WILKINSON

TANSAN MINERAL WATER Co., Ltd.

Kobe, Japan.

BEWARE OF IMITATIONS

The only genuine Tansan bears the name of J. Clifford-Wilkinson on the label.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

SPECIAL PURCHASE.

OXFORD

TUNIC

SHIRTS

(Cuffs 3x10½)

NEAT STRIPES,

FAST COLOURS

\$17.50

DOZEN.

SPLENDID VALUE

on show

AT

POWELL'S

GENTLEMEN'S

OUTFITTERS,

28, Queen's Road

(opposite the Clock Tower)

HONGKONG.

The SAVOY

LIMITED.

Straw

Hats

from

\$2.25.

MEN'S SHIRTS

from

\$2.25.

5 per cent off FOR CASH.

THE SAVOY, Ltd.

QUEEN'S ROAD.

TO SMOKERS.

It is a well-known fact, admitted by the EGYPTIAN CIGARETTE MANUFACTURERS themselves, that Cigarettes imported from Egypt are made from TURKISH TOBACCO, which is subject to a heavy Import Duty in Egypt. Hongkong being a Free Port tobacco can be imported free of duty.

Two Good Reasons why it is advantageous to Smoke Egyptian Cigarettes.

1.—Cheapsness of my Cigarettes compared to imported cigarettes, owing to tobacco being admitted duty-free into Hongkong, and that you are buying direct from the Manufacturer, doing away with middlemen's profits.

2.—Freshness of my Cigarettes, as they are made daily for each day's consumption, which makes it impossible to have an old stock of Cigarettes, as is very likely with imported Cigarettes.

The following is a list of my Cigarettes made from the Best Turkish Tobacco at from 40% to 60% cheaper than imported cigarettes of equal quality.

NAME	SIZE	PACKED IN BOXES OF	PRICE PER 100
Great Britain...largest	50	50 & 100	3.00
Yenus...large	50	50 & 100	3.00
Hongkong Club (cork tipped)...large	50 & 100	50 & 100	3.00
Admiral...medium	100		2.50
Princess...gold tipped (ladies)...small	100		2.00
Flora de Oriente...with tubes (ladies)...small	100		2.00
Military (gold tipped)...medium	100		2.00
Germania...medium	100		1.50
Paris...small	100		1.50
The Peak Tramway...medium	100		1.50
Emperor of China (gold tipped)...medium	100		1.20
Laetitia...medium	100		1.00

We also make cheap cigarettes of second-grade Turkish Tobacco at \$8.00 per 1000. Minimum Quantity sold—1,000.

To Messrs. Clubs, Hotels and all large Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade.

(OPPOSITE THEATRE ROYAL).

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,

Under Connaught House.

JUST RECEIVED

ANTISEPTIC BLOC.

NO more PIMPLES or IRRITATION after SHAVING, this preparation will be found very useful for Gentlemen who shave themselves.

SUBSCRIPTION FOR SHAVING, etc., TAKEN BY THE MONTH.

ALL KINDS OF HAIR WORK DONE.

Hongkong, April 25, 1906.



A. S. WATSON & Co., Ltd.

AERATED WATER MANUFACTURERS.

In the manufacture of High-Class Mineral Waters the following are essential:

Pure Water—

Up-to-date Plant

The Best of

Materials

AND

Expert

Manipulation.

All these conditions are obtained in Wages of our manufacture.

ABSOLUTE PURITY. Repeated analysis both locally and at home guarantees this.

UP-TO-DATE PLANT. Our policy is to continually introduce every modern improvement in machinery and appliances and although such changes are invariably costly in the first instance the results attained in PERFECT AERATION and economies in working justify them.

THE FINEST MATERIALS only are used.

ENGLISH EXPERT manage our factories and our Waters are acknowledged by leading English Makers to be equal to those of their own manufacture.

These results have only been obtained through constant experiment, the adverse climatic conditions of Tropical Climates for the successful manufacture of high Class Aerated Waters necessitating special study.

Our STONE GINGER BEER is the only successful production of its kind in Tropical Countries. It at once became popular and increasing sales testify to increasing popularity. Brewed from the finest Jamaica Ginger it is perfectly wholesome and is an ideal summer beverage.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, June 9, 1906.

MEMOS. FOR TO-MORROW.

Miscellaneous.
Goods per *Suzung* undelivered after 4 p.m. on this date will be landed.

General Memoranda.

SATURDAY, June 23:—
2.30 p.m.—Auction of Teakwood Furniture, &c., at No. 1, Lochiel Terrace, Cameron Road, Kowloon.

TUESDAY, June 26:—
Goods per *China* undelivered after this date subject to rent.
Goods per *Regatta* undelivered after this date subject to rent.

THURSDAY, June 28:—
11 a.m.—Auction of Complete Cement Factory, at Hongkong and Kowloon Wharf & Godown Co.'s Premises, Kowloon.

The China Mail.

HONGKONG, WEDNESDAY, JUNE 20, 1906.

RENAISSANCE OF "MERRIE ENGLAND."

No symptom of the national decay which is said to be overtaking us is at once so marked and so significant, declare the prophets of evil, as the passing away of the agricultural prosperity of Great Britain. From the land all wealth is derived, and it has been pointed out with pitiless persistency that each year sees the rural lands of Great Britain becoming less and less productive or, rather, producing less.

Mr Chamberlain and his followers of course affirm that this is a result of the adoption of Free Trade. As a pleasant change to the constant cry of impending ruin comes a book by a Mr E. A. Pratt which has excited much interest at Home. Mr Pratt is a cheery optimist and, what is more, an optimist who is able to give adequate and convincing reason for the faith that is in him. This work, "The Transition in Agriculture," is recommended to anyone who is inclined to pessimism. There is no attempt on the part of the author to deny that Great Britain has found it impossible to compete with her rivals in the production of wheat. That would be a foolish task, as the fact is so palpable that it is beyond argument. But the very loss of his position as a wheat producer has been an immeasurable gain to the British agriculturist. Sorely against his will, for no one is more conservative than the tiller of the soil, he has been forced to seek some fresh field of utility for his labour. He has found it and at the present time he is becoming increasingly prosperous and, if the good times which the agriculturist is enjoying to-day only continue, the term which sounds so sweetly on British ears, "Merrie England," will once more be applied with absolute truth to the Homeland. The rural lands of England are being put to a much more profitable use at the present time than for decades past. With the immense growth of the urban area the necessities of the population for the produce of the country has correspondingly increased. The network of railways which covers England like a mesh enables farmers in the most distant parts of the kingdom to get their produce to the huge centres of population with the minimum amount of delay. The one item of milk alone will serve to show what an immense and never-varying demand the farmer has at his very door. No less than 620,000,000 gallons of milk are now sent annually to the towns. The cans of milk delivered in London in 1904 by the Great Western Railway alone numbered 1,206,618. Statistics are always an abomination but it is impossible to gain an accurate idea of the real condition of things without studying a few. Those Mr Pratt presents in the work under review show a most gratifying state of affairs. While England was a wheat producer little or no attention was given to fruit growing for the city markets. Thirty years ago the possibilities of fruit and flowers were almost entirely disregarded. In 1875 in the district of Wisbech 200 acres were given to fruit and flowers but now 4,500 acres are devoted to this purpose. At Spalding, in Lincolnshire, the area utilised for the production of bulbs and flowers has doubled in five years and

quadrupled in ten. In regard to vegetables, crops of the annual value of £20,000,000 are grown now whereas, not so many years ago the return was comparatively insignificant. These figures are inspiring enough in themselves but the one supremely gratifying fact that is disclosed by Mr Pratt is the preponderance of small holdings. This magnificent progress is the result of the intense cultivation of small areas. The yeomanry of Old England is being reborn. In every part of the country men are acquiring small holdings and, though the area utilised by each is insignificant, it provides a family with a respectable living. An intelligent system of co-operation secures for the producers a fair proportion of the fruits of their industry, as they are enabled to treat on better terms with the transport companies and with the buyers. Altogether the future for the British agriculturist looks extremely hopeful and instead of the aching wastes of sheep walks which it was predicted would soon constitute the rural scenery of England we may expect to see ere long thousands of cosy and prosperous little farms gladdening the landscape.

In another column will be found an interesting report from the Chinese Commercial Union which incidentally throws some light upon the alleged exodus of Chinese from Hongkong. It may be remembered that the statement was made that some 50,000 Chinese had, within a recent period, left the Colony for the mainland. This was attributed to the harsh manner in which the Sanitary authorities carried out provisions of the ordinances under which they operate. Although considerable doubt was cast upon the accuracy of this report no satisfactory or conclusive evidence one way or the other has, until now, been forthcoming. A census has been taken by the Chinese Commercial Union with the result that in districts No. 1 to No. 10, inclusive, the population has been found to have decreased this year as compared with last, by a little under 20,000. The figures would be more valuable if it was clear that the census was taken at about the same period each year but, apart from that, the fact that there has been an exodus and a very considerable one has been clearly established. This bears out to a large extent the strictures we have felt compelled to make in the past in regard to the administration of the Health Ordinances and the information should prove illuminative to the Commission which now has the working of this department under review. No country or colony can afford to drive its population away and if it is clearly shown that our local laws, or the method in which they are administered, is inducing a belief in the minds of the Chinese that the conditions of life in Hongkong are unbearable, the sooner reform comes the better.

In arguing against the drink traffic it is often claimed that the national debt of Great Britain could be speedily wiped out if the country expended a large sum in blue ribbons and swore off. This is one of the specious arguments which look very conclusive until they are subjected to a little analysis. In the first place, if the liquor traffic were absolutely and completely abolished from the face of the earth what would be the immediate result? Obviously a heavy increase in taxation. Almost every Government in the world derives a considerable percentage of its revenue from customs and excise duties on liquors and from fees levied upon the persons engaged in the drink traffic. But that would only be the beginning of the burden which would fall upon the shoulders of the community. The thousands of people employed in the distilleries and breweries would be thrown out of employment, the tens of thousands of persons employed directly in retailing liquor would find their occupation gone. The agriculturist would feel a sudden pinch as one great section of the buyers of his wheat and barley would disappear. All the allied trades, bottle and cork making, label printing, machinery manufacturing and others too numerous to mention would be directly affected. But the evil effect of striking a fatal blow at this great industry would not stop at this. The trade and the subsidiary trades which would be ruined

support millions of men and women who have the same every day wants as the rest of us. Take away their means of livelihood and the municipalities, the transport companies, the butcher the baker and all the petty tradesmen would find that their impoverishment reacted directly upon themselves. By a similar chain of reasoning it could be shown that there is another side to the question of armaments. It is fashionable to speak of the countries of the world as groaning under the burden of gigantic armaments and to hold that money spent upon the army and navy is as much wasted as if it were flung into a fashionless sea. The figures are not immediately available but it is obvious that the construction of war material and the upkeep of the personnel of armies and navies supplies the means of living to hundreds of thousands directly and millions indirectly. In the great ordnance works thousands of men are kept in constant employment and so it is with powder factories, ship yards, clothing manufactures and scores of other establishments. If universal disarmament were agreed upon to-morrow what would happen? Millions of men would be thrown upon the labour market, wages would fall and a period of bitter stress, the duration of which could not be foretold, would ensue. Verily there is wisdom in sometimes taking into consideration the possibilities of the evils that we know not of, when we are invited to fly from those which we do know and the regulation of which is to some extent in our own hands.

LOCAL AND COAST NEWS.

The Commercial Union.
The Commercial Union Assurance Company, Limited, have received advices from the Head Office that their loss in San Francisco will not exceed one million sterling. As the profit for the year 1905 reached £570,000 and the total assets exceed twelve million pounds sterling, the Company can well stand such a loss.

Beggars at Rangoon.

Rangoon is still greatly worried by beggars. The *Rangoon Times* states:—In Rangoon can be seen both armless and legless cripples, travelling like creeping things. The blind, and lame, and the halt are all with us. They are brought here as sources of income for their friends or relatives, who look upon Rangoon as a modern Eldorado, and until some such Act as passed by the Straits Government is brought into force the nuisance will continue.

Signed on to Work.

An Indian from the steamer "Sui Sang" was charged by Captain Mitchell, at the Magistracy, this morning, with refusal of duty. Formal evidence of the refusal was given, which showed that the defendant did not turn to because, he said, he was ill. Defendant declared that he was kicked about in the stokehold like a football and was burned on the arm and severely bruised. He added "my sign for work. No sign for sleeping." Mr F. A. Hazell took a different view of the case. The case, he declared, seemed like one that came before the Court a few days ago in which the men signed on to get half a month's wages and did not intend to do any work.

The Awakening East.

Mr Lim Dat, a successful Chinese merchant, of Victoria, B.C., has organised among his countrymen in British Columbia a £400,000 company to construct an electric trolley railway in China from Canton to San Wo, a distance of 60 miles, says the *Overland Mail*. No white man can apply for stock, as their presence in the company would forfeit the charter from the Chinese Government. The prospectus of the new company sets forth that there are no serious engineering difficulties to be encountered; that water power will be obtained from the Quai Tong Shun Mountains, 30 miles from San Wo; that now there are 23 junks plying on the river between these points, carrying heavy cargoes and many passengers; that it takes these junks 14 hours to make the trip, which the electric car will do in three hours. The plan is to build the line entirely with Chinese labour, even using Chinese electricians as far as possible. It is stated that the company also intends to seek from the city of Canton a concession for light and power privileges. Altogether, it is a remarkable enterprise to be organised and controlled entirely by Chinese. Mr Lim Dat, its promoter, is at the head of the leading Chinese mercantile firm in Victoria, known as "Gao Pook Yuen." He invented in 1895 an improved device for electric rice-mill machinery, the first patent to be issued to a Chinese in British North America.

A SPECIALIST says that the most expensive drug is called physostigmine, an ounce of which would cost nearly £200,000. It is prepared from the Calabar bean, and is used in disease of the eye.

A MEDICINE THAT WILL CURE CHRONIC DIARRHŒA.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is the most successful medicine in the world for bowel complaints, and is the only remedy that will cure chronic diarrhoea. Every bottle is warranted. For sale by all chemists and storekeepers.

RUSSIA'S BURDEN.

FURTHER OUTBREA KIS FEARED.

Troops at Kronstadt Restless.

(Exclusive Service, supplied by Reuter, via Bombay).
London, June 19.

Reports from Kronstadt state that there is an increase in the agitation among the sailors and workmen and the troops in the fortress.

It is feared that there will be a repetition of the October disturbances, and in order to cope with any outbreak reinforcements for the garrisons have arrived at the city.

THE DREYFUS CASE.

A TARDY DECLARATION.

No Treason Committed.

(Exclusive Service, supplied by Reuter, via Bombay).
London, June 19.

At a public sitting of the Court of Cassation, Paris, the representative of the Public Prosecutor reviewed the Dreyfus case.

He maintained that no treason had been committed by Captain Dreyfus or by anyone else.

The whole affair arose from mystification which was the outcome of coincidences and hastily formed conclusions on the operations of agents and provocateurs and counter espionage.

The Department demanded the cancellation of the conviction without retrial.

THE TANTAH AFFAIR.

London, June 18.

Thirty-five Egyptians have been arrested on account of the Tantah affair.

THE NAVAL MANŒUVRES.

London, June 18.

The first period of the British naval manœuvres, the object of which was to test the new mobilization arrangements of the reserve divisions, and the effectiveness of the coast defences, terminated on Saturday.

It is understood that the results were most satisfactory.

RUSSIAN POLAND.

London, June 18.

Five soldiers and a policeman were wounded in Warsaw on Saturday, and two killed, and a police officer, his wife and two soldiers were shot dead on Sunday.

No arrests were made.

BATTLESHIPS COLLIDE.

London, June 18.

The battleships "Resolution" and the "Ramillies" have collided; the latter was towed to Chatham with a damaged propeller.

The "Ramillies" and "Resolution" are sister vessels of 14,500 tons displacement, having a speed of 17 knots. Both were built in 1892—E. D., O. M.]

PARLIAMENTARY.

London, June 18.

Mr Balfour's amendment on the closure resolution was rejected by 341 to 171.

Sir Henry Campbell-Bannerman states that it is proposed to adjourn Parliament for August and September, and to re-assemble in the autumn.

CHINESE LABOUR.

London, June 18.

A section of the Liberal press persists in the demand for the stoppage of the importation of Chinese labourers to the Rand, and the speedy deportation of the others.

The *Daily News* declares that the reluctance of the Government Agents to execute its policy, is making it the laughing stock of South Africa.

DO NOT NEGLECT THE CHILDREN.

At this season of the year the first annual loosening of a child's bowels should have immediate attention. The best thing that can be given is Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by castor oil as directed with each bottle of the remedy can always be depended upon, and when reduced with water and sweetened is pleasant to take. Sold by all chemists and storekeepers.

BY TELEGRAPH.

ROBBERS AT AMOY.
DR HORNE SERIOUSLY
INJURED.

(From Our Correspondent.)

Amoy, June 19, 9.30 p.m.

Dr. Horne has been attacked by a band of robbers, near the city of Fungan, and dangerously wounded.

The British Vice-Consul, Dr. Moorhead, and a party of foreigners have gone to Fungan to his relief.

[The above information was contained in a second telegram received by us from Amoy to-day with the additional statement that the recovery of Dr. Horne is doubtful. Ed. C.M.]

ANOTHER MISSION
ATTACKED.

RISING IN ANHWEI

(From Our Correspondent.)

Shanghai, June 20.

It is reported that the Catholic mission at Ho-shan, in Anhwei, has been attacked by Chinese.

Troops have been despatched from Nanking to the seat of the trouble.

[As Nanking there are to be missionaries (two of whom are absent) and students of the Chinese Inland Mission, but apparently they are not in the city. We have no record of the fact. Ed. C.M.]

FRANCE AND CHINA

MISSIONARY MATTERS.

(Chinese Mail's Service.)

Peking, June 19.

Before the signature of the agreement regarding the Nanchang massacre the Chinese Government intends to revise all understandings hitherto made between China and France with regard to missionary matters.

MANCHURIA.

A CHINESE PROPOSAL.

(Chinese Mail's Service.)

Peking, June 19.

The Tartar General has submitted a scheme to the Throne for the development of Manchuria.

The scheme is to develop Manchurian mineral and commercial resources, and restrict Japanese railway enterprise.

SIR HENRY BLAKE.

Strong Talk in Ceylon.

Sir Henry Blake, the present Governor of Ceylon, has apparently hurt the susceptibilities of a certain class of people in Ceylon to judge by the following opinion expressed in a leader on Empire day appearing in the *Ceylon Independent*:—"Of late wanton injustice, petty exhibitions of autocratic power and sheer lack of impartiality have destroyed sympathy to such an extent that if Sir Henry Blake left our shores to-morrow there would be hardly one word of regret expressed, but perhaps only of relief that the feelings of loyalty to British rule which are now stifled and well nigh crushed will again flourish in this colony."

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 20th 11. 45a. The barometer has risen over Japan and N. China, and fallen on the E. Coast of China.

The depression, moving Eastwards, has passed from the continent to the Yellow Sea near Shanghai.

Pressure is highest to the N. of Japan, and over the S. part of the China Sea.

Fresh S.W. winds are indicated in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Forecast:—S.W. winds, light; fine.

AN OLD MAXIM APPLIED TO A
MODERN REMEDY.

"EVERYONE speaks of the feast as he finds it," is a maxim of the Portuguese. Judging by the letters received from people all over the country, raising Chamberlain's Colic, Cholera and Diarrhoea Remedy, it is evident this remedy has been found satisfactory. It is the best-known remedy for diarrhoea, and no case has yet been reported where it has failed to give relief, and it has been in general use for more than a quarter of a century. For sale by all chemists and storekeepers.

BARRISTER CENSURED.

Disregard of Procedure.

There was something approaching a scene in the Supreme Court this morning when His Lordship the Chief Justice (Sir Francis Pigott) waxed eloquent over the disregard of Court procedure by the barristers and solicitor representing the Official Receiver. It may be remembered that Wong Ka Cheung was alleged to be a partner in the Lai Hing Bank (now in bankruptcy). An issue was set down for trial to say whether Wong Ka Cheung was a partner or not and was heard before the Chief Justice and a jury, when it was decided that Wong Ka Cheung was not a partner. Seven witnesses for the Official Receiver (who was represented by Messrs. H. E. Pollock, K. C., and Mr. E. H. Sharp, K. C., instructed by Mr. G. K. Hall Brutton) were sentenced to prison for perjury.

Appeals against the sentence for perjury have been made and refused, and this morning on application for a new trial was made. Before hearing the application

The Chief Justice said—I wish to draw attention to two points in connection with the file before me. In the first place there has been a disregard of the order of the Court with respect to an official document—the summing up which I gave in the trial; that document is not on the file. In the second place I find a document put on the file without any prelude, which I have looked through, and which I gather is the first draft of the summing up as it came to me from the shorthand writer with corrections which I suppose are corrections made by myself. Thirdly, I find an affidavit put on the file made by the official shorthand writer to which he annexes another version of the summing up. Now this, in addition to disregarding the order of the Court with respect to the official version of the summing up, puts upon the file an affidavit made without any application to the Court, by one of the officials of the Court. This seems to me a most extraordinary procedure, and it puts upon the file official documents which are the official property of the Court. I cannot conceive how such things can be done, and I shall be glad if Mr. Sharp will give me an explanation before I make an order.

Mr. Sharp—Do you want me to explain? The Chief Justice—Yes. An order will be made later on.

Mr. Sharp—We thought it was on the file.

The Chief Justice—The official record? Mr. Sharp—The printed document.

The Chief Justice—This is the file given me and the most important document is conspicuous by its absence.

Mr. Sharp—I think it should be on the file.

The Chief Justice—The next point is why an affidavit should be put on the file together with two other versions of the official shorthand writer's notes, which I can only suppose are put in for the purpose of challenging my summing up. It is made by an official of the Court, no application having been made to the Court for permission to avail themselves of the services of the official; and two documents are put upon the file which are the official property of the Court and which have no business whatever to be in the possession of anyone else. First, there is the summing up, which follows the copy of my notes, with a series of corrections made in red ink, which I infer are the corrections which I myself made on the first draft.

Mr. Sharp—I understand that is so; I have not seen it.

The Chief Justice—I cannot conceive what right persons have to such documents, or, without the permission of the Court, why they should put them on the file.

Mr. Sharp—I understand there was permission.

The Chief Justice—There has been no application for permission.

Mr. Sharp—I am instructed that an application was made to the Registrar.

The Chief Justice—The only person who can give authority to make use of official documents is the Chief Justice.

Mr. Sharp—I am instructed that an application was made to the Registrar, who, I think, is generally supposed to express Your Lordship's views on these points and consent was obtained. The copy was furnished by the Registrar and we made the alterations from that copy.

The Chief Justice—It is a most improper document.

The Puisne Judge—The printed copy should be on the file.

Mr. Sharp—We will take the printed copy. I did not know there was a printed copy until a few days ago, and the only copy of the summing up which we received from the Registrar.

The Chief Justice—That document has no business to be in anybody's possession. That applies to the first question only.

Mr. Sharp—As I understand it, the printed copy was not known to exist.

The Chief Justice—The printed copy has been in the Registry for two months, and I thought it was understood from the very first that all official documents could be obtained—and these are official documents—at the Registry.

Mr. Sharp—We can only repeat what we have already said. We went to the Registrar and got a copy.

The Chief Justice—Then I say it is a very grave mistake on the part of the Registrar. But that does not explain why an official of the Court files an affidavit.

Mr. Sharp—We quite accept the printed copy now we know it exists.

The Chief Justice—I want to explain that there are more defects in it than from a careless lawyer. All danger may be avoided, however, by giving Chamberlain's Colic Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all chemists and storekeepers.

Mr. Sharp—We take your explanation, Mr. Chief Justice. It is absolutely improper that if the judge's summing up is to be challenged to go behind his back and get an affidavit from an official of the Court.

Mr. Sharp—There is no intention of challenging Your Lordship's summing up. We take the printed copy as official now we know it contains Your Lordship's latest alterations, and we have—

The Chief Justice—I am objecting entirely to the procedure in getting an affidavit filed by an official of the Court without the permission of the Court.

Mr. Sharp—This is a subtle question. We did not know he was an official of the Court.

The Chief Justice—I have explained it half a dozen times that when he is authorized to take a note by the Court he is an official of the Court. I cannot understand why there should be any misconception. The affidavit by the shorthand writer and the other two documents must be taken off the file.

Mr. Sharp—We have not the slightest objection.

The Chief Justice—It is not a question of objection. I am saying that a very improper procedure has been adopted.

Mr. Sharp—The impropriety is only on the part of the Registrar.

Mr. J. W. Lee Jones (Deputy Registrar) passed a remark to the Chief Justice which was inaudible at the Press table. It was gathered, however, that he was explaining something.

The Chief Justice (to Mr. Sharp)—That applies only to one document. I am now referring to the affidavit which was put on the file without the authority of the Registrar.

Mr. Sharp asked for directions for future guidance. Supposing in any case, he said, we wished to have a certified transcript of notes taken, is not the proper person the shorthand writer?

The Chief Justice—No, certainly not. He is not an official of the Court except so far as he may be authorized to take notes. I thought everybody understood that we could not ask the government for sufficient money for a shorthand writer absolutely. We have only enough to engage him when required by the Court.

Mr. Sharp—If outside of that he took a note, speculatively, is he not the proper person to certify that his note is correct?

The Chief Justice—No, if he is not authorized by the Court. If he takes any other notes he takes them as a newspaper correspondent.

Mr. Sharp—Would not a newspaper correspondent be a proper person to certify to the correctness of his notes of evidence?

The Chief Justice—As against the Judge's notes?

Mr. Sharp—Yes; that is the practice at Home.

The Chief Justice—Well, that is a practice we can consider and put before the Court in the ordinary way. If the Judge's notes are to be challenged and you want to put the newspaper reporter in the box you can do so.

Mr. Sharp—The proper course I think would be to file an affidavit. I am not speaking of summing up; we quite accept Your Lordship's alterations. I submit it is the only way we could bring the notes before you. Then they might properly be used as supplementary—to "challenge" is not the word I would venture to use.

The Chief Justice—That is another matter altogether, and if that is to be done, let the proper procedure be followed.

Mr. Sharp—As to the other we did not know any other copy of the summing up would be before the Court.

The Puisne Judge—All that does not explain why you got a copy from the Registrar and put another one on as well.

The Chief Justice removed the documents from the file and the matter closed.

THE CHINESE EXODUS
FROM HONGKONG.The Chinese Commercial Union
Investigate.

A meeting of the Chinese Commercial Union was held yesterday at 2.30 p.m. in the premises of the Union in Des Voeux Road, under the presidency of the Hon. Mr. Lau Chi Pak.

The business of the day was in respect to the manner in which the Sanitary Inspector carried out his duties, and to consider the allegations of harshness which have been made.

A census of the inhabitants, it was stated, was taken by order of the union, of which the following is the result:—

No. 1 to No. 10 DISTRICTS: Total houses, 8614; Vacant houses, 399; Vacant flats 783.

No. of INMATES

1905 156,816.

1906 136,979.

Decrease 19,837.

It was decided to submit this to the Government.

Respecting the Commission appointed by His Excellency, it was pointed out that the Chinese community should be informed of the appointment by the Union. A proposal was made to send out circulars, or to advertise in Chinese papers, but nothing was decided. The meeting dispersed at 6 p.m.

In an Irish town, not long ago, a crowd gathered nearly 150 rats cross high above the ground on a telephone wire, from the town-hall to a flour mill over 200 yards away. The rats used their tails to preserve their balance, and not one made a false step.

WHOOPING COUGH.

THIS is a very dangerous disease unless properly treated. Statistics show that there are more deaths from it than from scarlet fever. All danger may be avoided, however, by giving Chamberlain's Cough Remedy. It liquefies the tough mucus, making it easier to expectorate, keeps the cough loose, and makes the paroxysms of coughing less frequent and less severe. It has been used in many epidemics of this disease with perfect success. For sale by all chemists and storekeepers.

WONG KA CHEUNG.

Lai Hing Bankruptcy Case.

In the Supreme Court, before Their Lordships Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge) an application was made for a re-trial in the matter of whether Wong Ka Cheung was a partner in the Lai Hing Bank. The verdict of the jury in the first trial was that Wong Ka Cheung was not a partner; this was appealed against.

Mr. M. W. Slade (instructed by Mr. R. A. Harding) appeared for the respondent (Wong Ka Cheung), while the Hon. Mr. H. E. Pollock, K. C., and Mr. E. H. Sharp, K. C. (instructed by Mr. G. K. Hall Brutton) represented the Official Receiver, the appellant.

Mr. Sharp stated the grounds for the appeal were (1) misdirection by the judge to the jury; (2) the verdict was against the weight of the evidence; (3) new evidence had been discovered which could not be adduced at the previous trial. The main ground was the first, and on that ground the appellant's case rested mainly.

The hearing was adjourned.

WHOLESALE STOWING AWAY.

The comprador of the steamer "Sui Sang" was charged, at the Magistrate's Court, this afternoon, with stowing and abetting 144 Chinese to stow away on that steamer.

Mr. John Hastings, who represented Messrs. Jardine, Matheson and Co., the agents, stated that the steamer had a license to carry 1073 coolies and before she left here on her last voyage to Singapore the passengers were counted, in the presence of the boarding officer and the health officer and were found to number 1065. After she had been at sea some days they were again counted and were then found to number 1110, and when the ship reached Singapore and the passengers were counted in the presence of the authorities they were 1217 in number, or 144 in excess of the total the steamer was allowed to carry.

The defendant contracted to supply food for the passengers so that they concluded that he could not have fed this extra number without knowing of it, and in addition to that he would call a witness who would state that the defendant had admitted that he was responsible for 80 men coming on board.

The case was remanded.

REPATRIATED COOLIES.

One Charged With Murder.

The coolie steamer "Indravalli" arrived in port this morning from South Africa with a number of repatriated coolies on board, who have accepted the offer made by the British Government to be returned to their own country owing to being dissatisfied with their employment. There were also some time-expired men on board.

When the steamer came in she flew the police flag and on officers going on board a repatriated coolie was handed over to them on a charge of having murdered another coolie, who was returning under the same conditions.

The man has been charged at the Magistrate's court with murder and the case will be heard to-morrow afternoon.

It appears that while the steamer was between here and Singapore a quarrel took place between the deceased and the accused about some money that the former owed to the latter. Accused was hard up for money and pressed the deceased for the payment of £1 out of £2.10s. that he owed. The deceased either could not or would not pay.

This was on the morning of the 18th instant at about 1 o'clock, and after exchanging some words the accused went away to another part of the ship where some men were gambling. The desire to join in the game evidently seized him and as he had not the necessary funds he returned to his debtor and again demanded at least £1.

The deceased still refused to pay the money and drew a knife but whether he merely frightened him has not transpired. The accused, however, fell upon him furiously, and obtaining possession of the knife, stabbed the deceased twice with it in the heart. The deceased died a few minutes afterwards from internal hemorrhage.

COTTON FOR THE NEW
TERRITORY.

Suitable Plant Wanted.

The question of what crop can profitably be grown in the comparatively barren and waste places in the New Territory is one that has greatly worried the authorities ever since the Territory was taken over. Some two years ago, it will be remembered, it was decided to experiment with cotton, which it was considered would be one of the most suitable crops, and various kinds of seed were obtained. These experiments were conducted with a view to ascertaining the variety most suitable for cultivation locally and then distributing the seed amongst the farmers in the New Territory. So far, however, the experiments have not been very encouraging, none of the varieties of cotton tried proving well adapted to local conditions. A variety of cotton which has been cultivated with considerable success in the vicinity of Saigon has been brought to our notice. The seed was originally obtained from Australia and flourishes well, it is declared, in a light sandy soil with a moderate rainfall. The plant matures in about two years and will live for about 50 years and is very productive. Mr. S. T. Dunn (Superintendent of the Botanical and Afforestation Department) states that if the plant flourishes under the conditions set out it should be highly suitable for the New Territory. This, however, would have to be ascertained by actual experiment, as there is a possibility that what is described as a light sandy soil might be a fairly rich loam.

FIRE ON THE "DORIC."

Dilatory Fire-Fighters.

Yesterday afternoon an outbreak of fire occurred on the Occidental and Oriental Steamship Company's "Doric," lying in the harbour. The first intimation that those outside of the vessel received of the fire was a prolonged blast on the steamer's whistle and it could then be seen that smoke was issuing out of the steamer's forehold, though not in volumes sufficient to raise alarm.

The fire signal fluted from aloft and in response to the call for assistance a picket boat from H. M. S. "Tamar," manned by blue jackets, put off to the "Doric," arriving well before any others. The picket boat was followed by another detachment of sailors from the same vessel and later on the police launch from Tsim-tsu-tai, under the direction of Inspector Langley, arrived.

By this time, however, the steamer's hose was playing on the fire and the smoke had increased in volume. The blue jackets, who, by the way, were in white canvas suits, took charge of the fire buckets and the rather unique sight of fighting a fire by these primitive methods was witnessed. After a very considerably length of time, estimated at something like an hour, though probably it was a little less than that, the fire first came to the assistance of the vessel and further losses were turned out to the fire, which was, without any great difficulty, extinguished.

The "Doric" had practically no cargo in the fore hold and the fire broke out among the dunnage, which is used in packing cargo. The amount of the damage is estimated to be slight.

The sight of the sailors combating the fire with water buckets draws attention to the danger which ships, using this harbour, run from destruction by fire. If the outbreak had been at all serious yesterday, the only thing that could have been done by the "Doric" would have been to depend upon her own resources and open her cocks to flood the hold.

The sailors were quick on the scene and deserve credit for their promptitude. In view of the facts that Mr. E. R. Hallifax is now at home inquiring into fire brigade systems and that His Excellency the Governor has announced that a sum of money is to be put apart in the next estimates for the purchase of up-to-date appliances it is perhaps unnecessary to further direct attention to the very poor means at hand to be used in the harbour. But even so, promptitude is the first essential, and that is what is wanting.

FORTUNE TELLER IN
TROUBLE.

A Smart Capture.

A Chinese fortune-teller, named Leung Lung, was charged, at the Magistrate's Court, this morning with having assaulted his wife with intent to murder her.

The accused and his wife lived at a house in MacGregor Street, and this morning, at about 3.30 o'clock, they quarrelled. After some high words the man drew a knife and stabbed the woman several times about the neck, chest, and arms. She at once set up the cry of "save life," and, bolting out of the house, took refuge in a friend's house on the Praya East.

A constable was called and all three returned to the accused's house only to find that he had sought safety in flight. The woman, whose condition was very critical, was brought to Wanchai Police Station where her wounds were dressed by Inspector Gough and Sergeant Lee, and she was immediately afterwards sent to the Government Civil Hospital.

A number of police and detectives were also detailed to look for the accused, and an hour and a half later discovered him about to leave for Yau-mai on a passage boat. Had they been one or two minutes later the man would have escaped, and would, no doubt, have succeeded in gaining the safety of Chinese territory.

The woman's condition is still very critical.

NO PLAQUE AT KOWLOON
CITY.

The Dirty Escape.

The majority of residents of Hongkong will probably be surprised to learn that while plague is claiming so many victims on this side of the water there has not been a single case at Old Kowloon City during the present season. Anyone who has visited Kowloon City can testify as to its apparently insanitary condition and the dirt and highly objectionable smells that are everywhere to be encountered. How it happens that in such a spot there is no plague while it is raging in the comparatively clean city of Victoria, is a puzzle worthy of the attention of our medical men. Such, however, is the case. Only two or three people, suffering from plague have been discovered at Kowloon City this season and in each instance they were clearly proved to have fled from plague infected houses at Yau-mai and Kowloon and had only been in the old city a few days. Last plague season, it will be remembered, the disease raged severely at Kowloon City and perhaps the Sanitary Board deserves credit for the improved condition of affairs which now prevails. Then, probably for the first time for many years, the houses were thoroughly washed on two occasions and the same cleansing process was again enforced this year. In spite of this, however, the city still looks, and smells, as badly as ever, and, judging from external appearances, a layman would suppose it a hot bed for all varieties of disease.

SOCIAL AND PERSONAL.

The Jiji says that Mr. Yangshoo, Chinese Minister in Tokyo, will return home in November, his official term having expired. Mr. Matting Lang, formerly councillor of the Legation, and now Consul-General in Korea, will probably succeed him.

His Excellency Sir John Anderson, K.C.M.G., Governor of the Straits Settlements, and High Commissioner for the Federated Malay States, Brunei, and Labuan, accompanied by Miss Anderson, arrived in Singapore from England by the P. & O. mail steamer "Delta" on June 8.

Johnston's Pier was decorated for the occasion and a large number of officials and residents assembled there to welcome back His Excellency and Miss Anderson.

According to telegrams to Singapore papers it appears that Mr. Seddon, who died recently, had been on a visit to Australia arranging for preferential trade and other matters, and had sailed on a Sunday morning, but died in the evening of board ship from heart failure. The steamer put back to Sydney and the body was taken on shore and embalmed, and despatched to New Zealand. At the request of the Commonwealth Government—the naval authorities granted the services of a war ship to convey the body home, but in the meanwhile the ship with the corpse on board had already sailed. The deceased's stay in Sydney had been marked by unabated energy, and he delivered frequent speeches imbued with his usual periphrastic Imperialism. The last speech was made on the Saturday before his death.

COMPANY REPORTS.

The Meiji Fire Insurance
Co. Ltd.

The following is the report of the directors of the Meiji Fire Insurance Company Limited, presented to the shareholders at the Sixteenth Annual Ordinary Meeting, held at the Company's Head Office, No. 1, Yatsushiro Ichime Kojimachi-ku, Tokyo, on April 23.

The Directors have the pleasure to lay before the Shareholders a statement of the Company's Accounts for the year ending 31st March 1906. The Premiums collected during the year, less Reinsurance, amount to yen 629,380,564 and Total Income to yen 1,367,163,291 showing an increase of yen 204,361,158 over the previous year. The Total Losses, less Reinsurance, amount to yen 212,826,128 showing a decrease of yen 47,539,762 than the previous year.

The Balance of the Working a/c for the year amounts to yen 963,638,205.

Less Reserve for Unexpired Risks at 31st March 1906 ... 691,648,000

Net Profit of the year ... 262,168,205

The Directors recommend the sum of yen 262,168,205 to be appropriated in the following manner:

Dividend of 2% to Shareholders ... yen 50,000,000

Bonus to Directors and ... 6,200,000

Auditor ... 206,968,005

To Reserve Fund ... 52,168,205

The Meiji has a subscribed capital of yen 1,000,000; paid-up capital, yen 250,000; reserve funds yen 2,421,405,289.

Tokyo Marine Insurance
Company, Limited.

The following is a digest of the report of the Tokyo Marine Insurance Company, Limited, presented to the shareholders at the forty-sixth Ordinary General Meeting held at the Offices of the Company, on April 2.

The board of directors beg to submit to the shareholders the accompanying audited statement of accounts with balance sheet to the 31st December, 1905. Profit and loss account, 1904, and former years. The balance in hand on this account at the beginning of the year was yen 2,544,708,378; during the year the total disbursements have amounted to yen 211,552,407. The directors recommend the payment of a dividend of 20% out of this account, which will absorb yen 75,000,000 and the balance of yen 2,250,156,961 be carried forward. Working account, 1905: The net premium for the year amount to yen 1,837,650,400, against which net claims and losses have been settled aggregating yen 434,897,790; the expenses amount to yen 167,916,150. There therefore remains a balance of yen 1,234,836,460, to which has to be added interest of yen 215,695,710.

INVESTMENTS.—The book values are maintained in the accounts and are considerably below the market prices on the 31st December last.

Shipping.

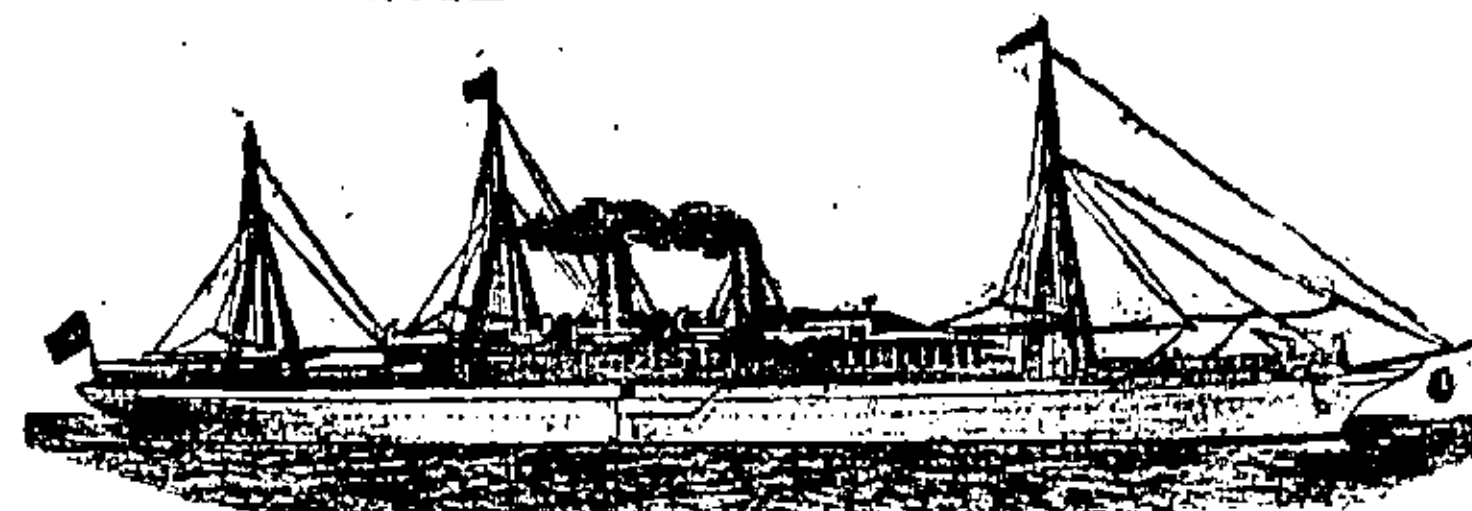
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, VIA SHANGHAI, SINGAPORE, AND COBEN	DEVANHA, 8000 tons	About 23rd June	Freight and Passage
SHANGHAI, SINGAPORE, AND COBEN	T. H. HIDE, 8,000 tons	About 28th June	Freight and Passage
LONDON, &c.	ARCADIA, 7000 tons	Noon, 30th June	See Special Advertisement
LONDON & ANTWERP, VIA SHANGHAI, SINGAPORE, AND COBEN	W. W. COOKE, 8,000 tons	About 18th July	Freight and Passage

R. A. HEWITT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.
The only line that maintains a Regular Schedule of 12 Days across the Pacific in the 'EMERALD LINE'. Sailing 3 to 7 Days Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. ATENIAN	3882 Tons	Wednesday, June 27, 1906
EMERALD OF JAPAN	6000 Tons	Wednesday, July 11, 1906
EMERALD OF CHINA	6000 Tons	Wednesday, July 18, 1906
EMERALD OF INDIA	6000 Tons	Wednesday, August 1, 1906

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Intermediate on Steamer: \$100.00
and 1st Class Rail: \$10.00
R.M.S. EMERALD, TARKAR and ATENIAN carry INTERMEDIATE Passengers only, affording superior accommodation for that class. Passengers booked through to all principal points and around the world. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen's Road, Hong Kong.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Tons 6,169	WEDNESDAY, 27th June, at Daylight
VICTORIA, B.C., and S.E.A. T.L.E. WASH. VIA KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	KAMAKURA MARU, Tons 6,126	WEDNESDAY, 11th July, at Daylight
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Tons 6,378, Capt. N. Ohno	MONDAY, 25th June, at 4 p.m.
	XAKI MARU, Tons 6,449	MONDAY, 25th July, at 4 p.m.
	KUMANO MARU, Tons 5,076, Capt. Fraser	FRIDAY, 13th July, at 4 p.m.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PING SUY	21st June
GLASGOW AND LIVERPOOL	ORIENT	28th "
GLASGOW AND LIVERPOOL	ORIENT	5th July
GLASGOW AND LIVERPOOL	ASTANAL	6th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	AXAX	3rd July
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th "
GENOA, MARSEILLES & LIVERPOOL	PATROCLOS	20th "
AMSTERDAM & ANTWERP	PING SUY	31st "

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL PACIFIC COAST PORTS, VIA NAGASAKI, YOKOHAMA, AND HONOLULU.

AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
YOKOHAMA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, YOKOHAMA, AND HONOLULU.	ORIENT	7th July

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST	ORIENT	18th July

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

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CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CERU & HONTO	KAIPOO	21st June
WEI-HAI WEI, CHEFOO & TIENTSIN	KWENCHOW	22nd June
MANILA	TAMING	28th June
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGHUA	27th June

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table, and fully qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. Almond	Manila Direct	SATURDAY, 23rd June, at 12 o'clock Noon
ZAFIRO	2540	R. Rodger	Manila Direct	30th June, at 12 o'clock Noon

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

23

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

STEAMERS	TONS	CAPTAINS	TO SAIL ON
NUMANTIA	4370	FELDMANN	July 14, at Daylight

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Acting General Agent.

2

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	THURSDAY, June 21, at 4 p.m.
MANILA	YUENSANG	FRIDAY, June 22, at 4 p.m.
SINGAPORE, PENANG, SUKANG, SATURDAY, June 23, at 3 p.m.		
AND CALCUTTA	CHIESHING	SATURDAY, June 23, at 4 p.m.
TIENTSIN	WASHING	SATURDAY, June 30, Daylight

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uakun, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SYRA	4417	G. V. Williams	3rd July
SHAWMUT	9206	E. V. Roberts	27th July
TRENTON	9306	T. W. Garlick	31st Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to Dodwell & Co., Limited, GENERAL AGENTS.

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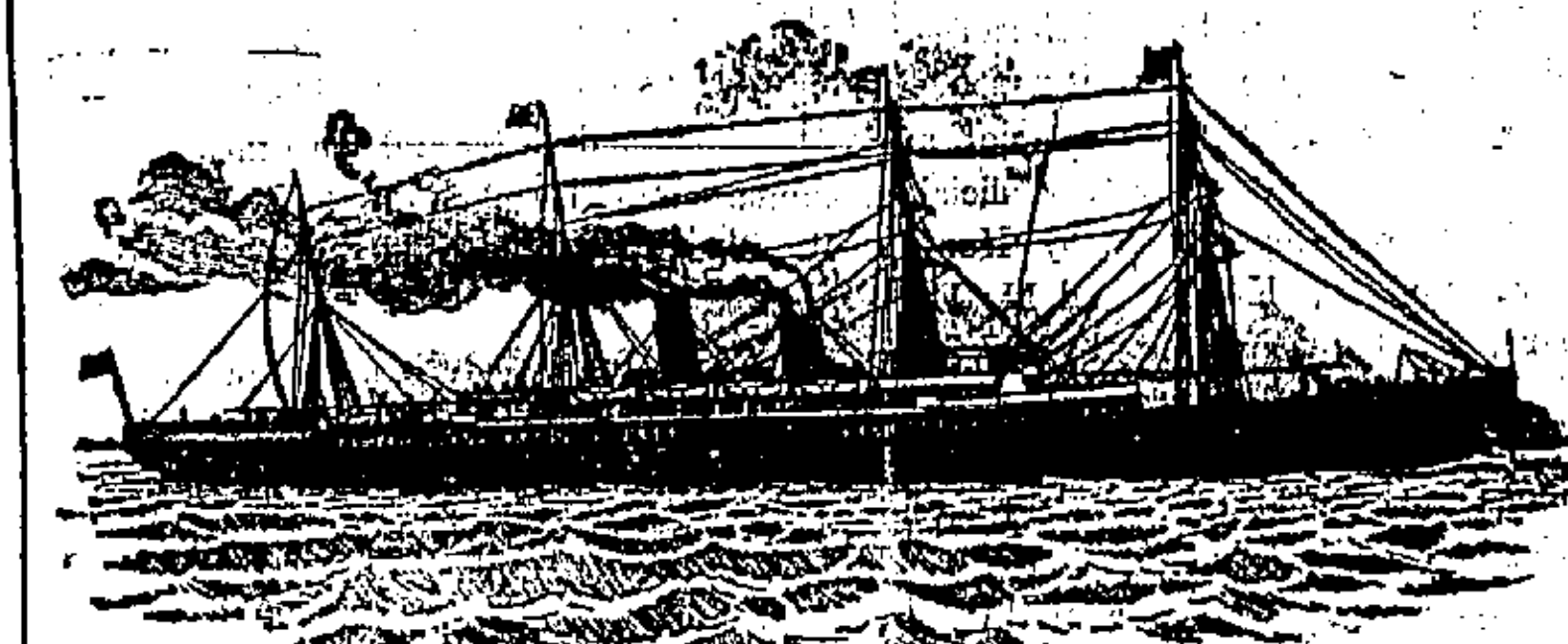
Hongkong, June 19, 1906. 1112

Hongkong, May 31, 1906. 1180

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	CAPTAINS	TO SAIL
DORIC	9,500 Gross Tons		TUESDAY, 26th June, at Noon
MANOHU	27,000		FRIDAY, 6th July, at Noon
HONGKONG MARU	11,000		TUESDAY, 17th July, at Noon
KOREA	19,000		TUESDAY, 24th July, at Noon
COPTO	9,000		FRIDAY, 3rd Aug., at Noon
SIBERIA	18,000		FRIDAY, 3rd Aug., at Noon
AMERICA MARU	11,000		FRIDAY, 3rd Aug., at Noon
MONCOLIA	27,000		TUESDAY, 10th Aug., at Noon
CHINA	10,200		TUESDAY, 10th Aug., at Noon
NIPPON MARU	11,000		TUESDAY, 10th Aug., at Noon

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco...S.S. KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu...S.S. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama...S.S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 18 hours.

Yokohama to San Francisco...S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 23 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 26th June, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
NUMANTIA	4370	FELDMANN	July 14, at Daylight

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Acting General Agent.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	THURSDAY, June 21, at 4 p.m.
MANILA	YUENSANG	FRIDAY, June 22, at 4 p.m.
SINGAPORE, PENANG, SUKANG, SATURDAY, June 23, at 3 p.m.		
AND CALCUTTA	CHIESHING	SATURDAY, June 23, at 4 p.m.
TIENTSIN	WASHING	SATURDAY, June 30, Daylight

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uakun, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SYRA	4417	G. V. Williams	3rd July
SHAWMUT	9206	E. V. Roberts	27th July
TRENTON	9306	T. W. Garlick	31st Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to Dodwell & Co., Limited, GENERAL AGENTS.

JURIN'S BUILDINGS.

1754

Hongkong, June 19, 1906. 1112

Hongkong, May 31, 1906. 1180

Shipping.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. BREMEN.

FOR EUROPE.

THE Departure of the Steamship PREUSSEN (due here from Pootchow on WEDNESDAY, 21st inst.) is further POSTPONED to THURSDAY, at 5 p.m.

For further particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, June 20, 1906. 1249

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Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	London
to	from	from	from	from
Colombo	Hongkong	Marseilles & London	2 days earlier	1 day later
ARCADIA	June 30	MONSIEUR	July 29	Aug. 5
DELTA	July 14	BRITANNIA	Aug. 12	Aug. 19
DEVANHA	July 28	MOULTAN	Aug. 26	Sept. 2
MOLDAVIA	Aug. 11	MARMORA	Sept. 9	Sept. 16
DELTA	Aug. 25	VICTORIA	Sept. 23	Sept. 30
DELTA	Sept. 8	MACEDONIA	Oct. 7	Oct. 14
OCEANA	Sept. 22	CHINA	Oct. 21	Oct. 28
DONOGA	Oct. 6	INDIA	Nov. 3	Nov. 10
DEVANHA	Oct. 20	BRITANNIA	Nov. 17	Nov. 24
DELTA	Nov. 3	MOULTAN	Dec. 1	Dec. 8
DELTA	Nov. 17	MOULTAN	Dec. 15	Dec. 22

* The "Donoga," "Arcadia," and "Oceana" proceed through, and take passengers for Marseilles and London without transshipment.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
to	Hongkong	London
to	from	from
Japan	July 18	Sept. 1
SARDINIA	Aug. 1	Sept. 17
SARDINIA	Aug. 15	Oct. 1
SARDINIA	Aug. 29	Oct. 15
SARDINIA	Sept. 12	Oct. 29
SARDINIA	Sept. 26	Nov. 9
SARDINIA	Oct. 10	Nov. 24
SARDINIA	Oct. 24	Dec. 8
SARDINIA	Nov. 7	Dec. 21
SARDINIA	Nov. 21	Jan. 4
SARDINIA	Dec. 5	Jan. 18
SARDINIA	Dec. 19	Feb. 1
SARDINIA	Jan. 2	Feb. 15
SARDINIA	Jan. 16	Feb. 29
SARDINIA	Jan. 30	Mar. 13
SARDINIA	Feb. 13	Mar. 27
SARDINIA	Feb. 27	Apr. 10
SARDINIA	Mar. 13	Apr. 27
SARDINIA	Mar. 27	May 10
SARDINIA	Apr. 10	May 24
SARDINIA	Apr. 24	Jun. 7
SARDINIA	May 8	Jun. 21
SARDINIA	May 22	Jul. 5
SARDINIA	Jun. 5	Jul. 19
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SARDINIA	Jul 3	Aug. 16
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THE FAR EAST.

Points from the Press.

AN EASTERN PLEASANTRY.
To most people who never visit these parts, Singapore is what may be called a free port. But, is it? The European and American may probably never discover anything amiss, yet the Asiatic passenger, of the hot polio, learns to his cost that, like most other parts in the world, the visitor and his baggage on arrival here, subjected to all the scrutiny imaginable. Clothes are felt, hair is examined on occasion, and bathing are gone through, and, unfortunately for the human traveller, all this takes place in the open, without any means of shelter from boisterous wind, dust, and rain, and, possibly, the light fingers of the idle gentry who stand around and take stock of the unveiled possessions. And why is this examination so minutely carried out? Are all arrivals at Singapore political suspects, and is it deemed possible that incriminating literature or correspondence is being conveyed to the island by these travellers? Has something been lost abroad, and have detectives learned the nature of the vanished property, and are they searching for it? We in Singapore know better; we know that police and customs are after no such quest. They look for that which to a Chinaman and many an Asiatic is the olive of life, the fount of happiness, the pipe of serenity, the pangloss of all evils physical and mental, they look for opium. That why, may well be asked, do the travellers submit to all this annoyance and indignity? And they are answered, that there is nothing particularly unusual in the proceedings. All travellers, for instance, in Europe, have, if called upon, to submit to the same detailed investigation, and the Portuguese and Americans, and high-toned Catholics, who occupy the inconvenience, may consider themselves very lucky, and it would be absurd of the others to regard them selves as treated exceptionally or injured. But though, to the public, opium may be the means of obtaining all that is desirable by way of nervous enjoyment and oblivion of earthly ills, yet to the state it means revenue, and to the farmer who collects that revenue, on terms arranged between him and the government, money profits over and above the sum he pays for the monopoly of taxing opium, for it is a commodity that is valuable, and smuggling of it is not superlatively difficult as much money's worth can be conveyed in a small space. Hence the necessity for careful scrutiny, and much power is given to the customs, to the farmer's holdings, and the police, to secure, if possible, the farmer from losses in this way.

EXCHANGE.

Hongkong, June 20, 1906.

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